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Hongkong, 4th September 1905. 1671

one of the weakest subjects in the school in the hope that it might serve as a stimulus for that subject to be better studied in the future. It was given to the boy who had done the best in the geography course. The report this year shows that there has been a great improvement in the papers sent in at the examination. I hope there will be still greater improvement next year. I marked my sense of the importance of the subject by giving a prize to the boy who has done best in it at the last examination. There is one subject on which I would like to offer congratulations. I have not distributed dictionaries as prizes as I did last year. They always remind me of the class of education of a certain Miss Sharp in a Minerva institution kept by a Miss Pinkerton. More suitable prizes I am glad to see have been found this year. (Applause).

Mr. Brindwood said—Your Excellency, On behalf of the Society I have to thank you for your presence here this morning, especially at a time when I am sure there are many calls on your time. I thank you also for your advice which you have given both to the students and teachers, and I am sure that we will take this advice to heart and hope to profit by it in the course of the year.

Cheers for His Excellency, the ladies and the teachers were given, bringing the proceedings to a close.

The subscribers to the Prize Fund were: Blake & Co. Ltd., Messrs. Ho Koon-tang, E. S. Kadoorie, Ellis Kadoorie, Li Chiu-fan, Ho Fuk, Mok Cho-chuen, Wan Cho-chai, Fung Wan-chun, Sin Tak-fan, Lau Chai-pak, Leung Yau-poo, Leung Ken-on, Tung Lung-chun, Au Hin-tin, Lau Poon-chin, Lau Ching-tin, Chin Yuetin, Tang Kwa-pok, Chau Sin-ki, Kwok Siu-lan, Choi Tse-yik, Choi Kwo-Ng, Messrs. Shing Woo & Co., Mr. Lo Lai-chuen, Fung Lau-shan, Kwok Yik-tung, Li Sau-shan, Tong Lai-chuen, Tang Yut-kai, Yu Yik-chi, Lo Suk-ki, Wong Kien-lan, Poon Yau-chuen, Yang Yik-tung, Ip Shun-chi, Ip Shun-kam, Mok Man-chung, Wong Tsau-lan, Leong Chik-chow, Wong Lai-chuen, Ip Oi-shan, Pang Suk-an, Ip Pui-sun, Sin Wing-hai, Messrs. Ming Kee and Co., Kelly and Walsh, Ip Shun-chun, Committee of the Poo Leung Kok, The Directors of the Tung Wah Hospital, Mr. Chan Cheuk-ling, and Mr. Leong Sing-wan.

HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer, acknowledged with thanks the following subscriptions:—

Already acknowledged	\$279,317.27
Proceeds of Photographs taken during the Typhoon—presented	\$87.33
Nobels Explosive Co. Ltd. £25	252.78
Hongkong Pictorial Postcard Co. Ltd.	127.30
Sale of Typhoon View Books	100
Members of the Craigflower Cricket Club	44.24
His Hon. Sir Fielding Clark, £25	25
Subscribed by the passengers on board the "America Maru"	39.70
C. M. S. Hongkong Station	15.33
The following amounts received from the Tung Wah Hospital:	
The "Shuangpo" Newspaper Office	1,025.36
4th to 7th Subscriptions	995.10
Chinese Merchants in Peking	418.32
Chinese Merchants in Mongolia	200
Chinese Merchants in Tsingtau	197.55
Kwok Sz-po "Newspaper Office," Canton, additional subs.	10
Ko Ki Yow, Singapore	50
Shun Cheong, Shanghai	40
Pook Kee	15
Y. K. Y. Y.	15
Man Hing Cheong	15
Sun Tai Chan	15
Yu Cheong Tai	10
Kwong Fok Cheong	10
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Kwong Shing Leong	10
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Kwong Hin Cheong	10
Kwong Fat Hing	10
Wing Tai	10
Wing Hing Cheong	10
Unknown	10
Hing Lee	10
Mow Shing	10
Yao Loong	5
Tai Tak	5
Hip Wo	5
Ho Fung Cho	5
Wing Yu Cheong	5
The Chamber of Commerce in Canton, 2 subs.	1,253.92
The "Shuangpo" Newspaper Office, 8th subs.	40
Unknown	10
A friend	50
Interest from Chinese Banks on the Typhoon Relief Fund	98.31
Cost of Coal refunded by the steam launch "Kwong Fuk"	24
Riches-hing and Chair-hire furnished by Committee	11
Cost of cakes, &c. refunded by Committee	55
The Tung Wei Kook at Peru	2,000
The Chinese Merchants in Cairns, Queensland, £79	701.52
The Kwong Shui Hospital at Bangkok	200
Chinese Merchants in Maryborough £21, 8, 6	189.13
Cantonese Merchants in Tsingtau, additional subs.	150
Kwan Ok Kok at Honolulu	100
Fu Yan Wui	16.70
The "Shuangpo" Newspaper Office 7th sub.	15
The Christian Association at Yau-tai	13.50
Less—	
Discount on Chinese sub-subs received from Tung Wah Hospital	50
	\$279,942.96

Surely we are more touched by country news in the autumn than at any other time of the year. Man is lord of the spring; its gaiety seems to be done only in obedience to his joy. Autumn holds him in thrall. He watches, as in the face of a mistress, its smiling mornings, the patient sadness of its twilight.

JAPAN.

(FROM OUR CORRESPONDENT.)

Tokyo, January 19th.

THE NATION'S BALANCE SHEET.

In a day or two the Imperial Diet will begin its Twenty-third Session, and will have to consider by far the largest Budget of national revenue and expenditure ever placed before it by the Government. A few days ago, following the custom in vogue in this country, the principal members of both Houses of the Diet were invited to meet the representatives of the Government at the Premier's official residence. Here both Peers and Representatives listened to an exposition of the Budget figures and the Government's policy in drawing up the annual statement of accounts. The Government has admittedly had a difficult task in the work of adjusting revenue and expenditure. When the departmental estimates were first submitted to the Minister for Finance they were subject to an extensive pruning process before they could be accepted for final revision. This was particularly the case with the estimates of the War and Navy Departments, the estimates of the former being cut down nearly a hundred per cent. What further revision the figures of all departments will receive at the hands of the Diet the next few weeks will show. It is not safe to predict what is likely to happen, for Japanese politics are as shifty as a quicksand. But while the estimates will most certainly come in for a good deal of independent and party criticism, we may with some degree of assurance predict that the principal features of the Budget for the 4th fiscal year of Meiji will be approved as submitted by the Government.

REVENUE AND EXPENDITURE.

It was expected that the first post bellum year would show a considerable decrease in expenditure, but as a matter of fact the present figures greatly exceed those presented by the two Budgets during the war. The total revenue, ordinary and extraordinary, is put down at 611,933,118 yen, and the expenditure is estimated at an equal sum. The revenue from taxes is given as nearly 297 millions, an increase of ten millions over the preceding year. How far the Government is interested in industry and commerce is shown by the amount of estimated revenue to be obtained from Government undertakings. The total of this is nearly 127 millions, an increase of 23 millions over last year, and is derived from the post and telegraph services, forestry, salt and tobacco monopolies, and the railways, the latter being estimated to furnish an increased income of 13 millions. In the course of the next twelve months the railway revenue should be largely increased, as by that time returns will be made an additional mileage nationalised in Japan and on the Government's extensive railway interests in Korea and Manchuria. The total of ordinary revenue is 424 millions and the extraordinary revenue 186 millions. This last is not so easy of analysis, being made up of receipts from loans and conversions and to an ordinary mind not so much conveying the impression of being simple revenue as a financial process of taking out of one pocket and putting into another. It is necessary, however, to expand the income to the utmost limit in order to meet the greatly increased expenditure. The extraordinary side of the Government's revenue will receive the attention of the opposition before the Budget is finally passed.

INCREASED DEPARTMENTAL EXPENDITURE.
On the expenditure side of the Budget an increase is observed in nearly all the departments and particularly so in the War and Navy Departments and Department of Communications. The following table shows the increase as compared with the previous fiscal year:—

	40th Fiscal Year.	39th Fiscal Year.
War	¥111,617,168	52,137,123
Navy	82,482,219	39,527,927
Communications	74,493,174	45,431,151

The Department of Communications' expenditure is largely in the nature of a business investment, but the large military and naval outlays will come up for criticism in the Diet. The expenditure—for the establishment of new army divisions, for garrisons abroad, and for naval equipment—is the embodiment of the policy of the military party, headed by Marquis Yamagata. There is a strong sentiment in the country that such a factor as the Anglo-Japanese alliance should render unnecessary any great expansion in military armament, but present indications show that Japan is destined to follow in the steps of the military giants of Europe and that any future commercial prosperity it may enjoy will not be unshaken. It is too much to expect that the Press should unanimously approve the Government's Budget proposals, but so far no practical alternatives have been suggested for solving a problem that is as difficult as any that a nation has had to grapple with in modern times—how to meet the growing expenses of a poor nation that is alive with commercial vigour. The most ready way to solve this difficulty would be for a decided policy against increased armaments, but the most influential political forces in the State are vigorously in favour of increased armaments, and the international situation at this moment is all in favour of the arguments of the military party.

TOKYO HARBOUR.

The founder of Yodo, when he fixed upon its site at the head of Tokyo Bay as a fine situation for the capital of the Eastern Empire, never dreamed of the serious drawbacks to the development of the city as a port presented by the shallow harbour. But for this drawback Tokyo today would be the first port of the Empire and Yokohama would not exist. The

situation is duplicated in Osaka Bay where Osaka and Kobe occupy the same relative positions as Tokyo and Yokohama. But by the expenditure of many millions of yen Osaka is now provided with a fine harbour enclosed by a breakwater, and is prepared to rival Kobe as a port for ocean-going steamers. The greatest obstacle to Tokyo ever occupying a similar position is the shallow waters of its bay, but a movement has gradually been gaining force and strength for equipping the port with some miles of new quays, reclaiming a great extent of shore and dredging the bay. Proposals of this character have been before the city for years past, but it is only lately that a serious effort has been made to investigate the possibilities. To-day the Mayor of the city is taking great interest in a properly prepared scheme which provides for an expenditure of 35,000,000 yen, and would in a few years greatly increase the facilities of the port besides creating valuable land on the water front, the sale of which would more than compensate the city for its outlay.

THE BRITISH EMPIRE.

£700,000,000 DEBT.

Many striking facts regarding the British Empire beyond the seas, the states of the Empire outside the United Kingdom are given in a statistical abstract issued in the form of a Blue-book last month.

In the first place we find that the overseas Empire comprises 11,133,000 square miles, or about 10 times the size of the Motherland. Its population totals nearly 350,000,000, but the large majority of these subjects of the King are to be found in India, the totals being:—

India (British and Paramount)	300,000,000
Rest of the Empire	50,000,000

Roughly speaking, if India is excluded the population of the Empire averages four persons to the square mile, and it is therefore very evident that a considerable amount of room is left for expansion. This is especially the case with the greater Colonies, as a glance at the following figures will show:—

	Area, sq. miles.	Population.
Australia	3,877,553	3,500,000
Canada	3,743,574	5,983,386
Cape of Good Hope	276,995	2,470,289

Thus Australia has only just over one person to the square mile, while Canada has only about one and three-quarters to the square mile. But there are other places, especially the smaller portions of the Empire, where the population is far more crowded. Here are a few of them:—

	Area, sq. miles.	Population.
Gibraltar	11	19,100
Aden	10	43,947
St. Helena	47	3,877
Mauritius	705	377,538

Like the Motherland these Colonies and Protectorates have no competition about getting into debt. Indeed, it may be said that in the matter of allowing their burdens to increase they have closely imitated the United Kingdom. At the present time their total debt amounts to over £700,000,000. Six years' growth in the debt of the principal Colonies and India is shown in the following table:—

	1899.	1905.
India	£212,168,000	£231,778,000
Australia	187,026,000	217,284,000
New Zealand	47,874,000	62,191,000
Canada	70,923,000	77,633,000
Cape	31,409,000	42,169,000

This imports and exports of the Empire outside the United Kingdom reach a total of £641,700,000, the imports amounting to £309,100,000 and the exports £332,600,000. Less than half of this large volume of trade is done with the United Kingdom, although nearly two-thirds is kept within the Empire. The exact figures, with a comparison with the totals of six years ago, are as follows:—

	From 1899.	To 1905.
The U.K.	£109,237,000	£143,400,000
British Possessions	41,011,000	56,100,000
Foreign Countries	76,842,000	139,200,000

There are 73,389 miles of railway in the overseas Empire, of which over 30,000 are owned by the Governments concerned. A contrast in methods may be seen in the fact that while in Australia the Government owns 13,748 miles of railway, against 1,240 miles privately owned, in Canada there are only 1,658 miles owned by the Government, against 19,622 owned privately.

Canada's acreage under wheat has grown from just over 2,000,000 acres in 1891 to nearly 5,000,000 in 1905, while her production has grown from 37,000,000 bushels in 1891 to over 146,000,000 bushels in 1905.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 12.20 p.m.—The barometer has risen over China, except on the N.E. coast, and fallen over E. Japan.

The depression is moving Eastwards across Japan. The anticyclonic area is still lying over Central China.

Gradients remain somewhat steep, and N. and N.E. gales will continue to prevail in the Formosa Channel and the China Sea.

Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. winds, fresh; fair
Formosa Channel	N.E. gale.
South coast of China between	N. winds, strong.
Hongkong and Lamook	strong.
South coast of China between	Same as No. 3.
Hongkong and Hainan	Same as No. 3.

A child's instinct is almost perfect in the matter of fighting; a child always stands for the good militarism as against the bad. The child's hero is always the man or boy who defends himself suddenly and splendidly against aggression. The child's hero is never the man or boy who attempts by his mere personal force to extend his mere personal influence. In all boys' books, in all boys' conversation, the hero is one person and the bully the other.

EMPLOYEES' AGREEMENTS.

INTERESTING SHANGHAI CASE.

Mr. F. S. A. Bourne, Acting Judge at Shanghai, heard a motion on Jan. 23rd in a case in which the Robinson Piano Co. moved that W. J. Garcia be committed to prison for a grave offence under the China and Korea Order in Council 1904 in committing contempt of the Honorable Court by beginning and carrying on a business in Shanghai similar to that carried on by the plaintiff, contrary to the order, made in this action and dated March 30th, 1906.

Mr. A. S. Wilson appeared for the plaintiffs and Mr. A. S. P. White-Cooper for defendant.

Mr. Wilson said Messrs. Robinson & Co. were the plaintiffs in a case heard before the Court in March last. These proceedings were to commit the defendant for contempt of Court. The proceedings were taken under Article 77 of the Order in Council which said in Section D that where "any person does any act in relation to the Supreme Court or a Provincial Court or matter pending therein which, if done in relation to the High Court in England, would be punishable as a contempt of this Court," he shall be guilty of a grave offence against this Order. The contempt of Court complained of was the beginning of a business in connection with the plaintiff company in breach of the injunction which was granted on March 30th last year. The order in that action read as follows:—

"This Court doth hereby order that the defendant, William James Garcia, be restrained for a period of ten years from August 31st, 1905 (the date when he of his own accord left the service of the plaintiffs) from taking employment or beginning or carrying on business on his own or in partnership or in a commission or in joint account with others or from being engaged in any manner whatsoever either directly or indirectly in any business of a like or similar kind to that now or which during the duration of an agreement (dated August 17th, 1903, and made between the plaintiffs of the one part and the defendant of the other part) in which a provision against such employment fully appears as a consideration for such agreement the defendant from time to time received the salary stipulated for therein shall be carried on by the plaintiffs in Shanghai or within fifty miles thereof."

Defendant had nevertheless advertised for work as a tuner and repairer. Being warned, he wrote on November 7th to Messrs. Stokes, Platt & Teedale:—"I am in receipt of your letter informing me that your clients will proceed against me for contempt of Court if I try to earn my living. I can't help it. I am a married man with two young children and am penniless. I must work or starve and know no work except that of repairing and tuning pianos. If you want to reduce me and my wife and children to beggary, and the British Court supports you then you and your clients will have the satisfaction of hearing me and mine on the young and helpless—if this sort of satisfaction appeals to your clients they can try and put me in prison. Until they do this I must try and get work—the only work I can do."

Mr. Wilson said with regard to that letter he wished to explain the attitude which the plaintiffs took up in this matter. It was not from any desire to oppress or heap untold misery on the young and helpless, it was simply that they had obtained an injunction preventing him from competing with them in Shanghai, and it was in the interests of justice that such injunction should be stringently enforced and in a place like Shanghai the dignity of this Court should be upheld as far as possible. It was necessary for the plaintiff company who had a large staff of piano-tuners and there being a somewhat wide range for piano-tuners, in Shanghai, to protect their business. The attitude of Mr. Garcia, even if it did not do plaintiffs any harm, was an example to the rest of the staff and they might think that they could do this thing with impunity.

His Lordship—The injunction was by consent.

Mr. White-Cooper replied that he would deal with that as he referred to the points in historical succession. It was absolutely necessary that the Court should have the facts of this case before it could come to the conclusion whether this was a case for committal or not. Mr. Garcia was a working man. He was with Messrs. Broadwood of London for twelve years and was a skilled mechanic, repairer and tuner of pianos. He was apprenticed to this work and it was his trade. After he left Messrs. Broadwood he came to Shanghai and he was doing a small but satisfactory business when he saw this alarming advertisement in a London paper, "Tuner (Sound, sober) wanted in large firm abroad. One who can smooth out and balance up old actions—mechanical ability required more than 'fix tuning.' Worth about £25 per month with commission and interest in firm if satisfactory, after first year. Married man preferred." Mr. Garcia was a married man at the time. He answered the advertisement and Shanghai to him became extremely alluring. He was not an educated man who would engage a lawyer, but he signed an agreement which was scandalously unfair and on which could hardly any man coming to Shanghai would take to heart and be told of by others.

Mr. Wilson objected to Mr. White-Cooper's statement as fact.

His Lordship—The facts of this case have never been ventilated in this Court and if the case is going on I want to hear the facts. I will certainly not make any such order without knowing the facts of the case.

Mr. White-Cooper—This is the matter of a man's liberty and I will state the facts of the case.

Mr. Wilson—There is a proper way to get an injunction dissolved if it is thought to be unjust.

His Lordship—I am not going to enforce the injunction without hearing the facts. I want to know whether that injunction ought to have been issued. I don't know that it ought to have been issued at all.

Mr. White-Cooper—My point is this: The question of your exercising your discretion. I have to show your Lordship what discretion should be exercised in enforcing this order.

His Lordship—I certainly will not go on and make an order without knowing the full facts of the case.

Mr. Wilson—I don't want to be unreasonable, but I am not prepared to call any evidence to rebut the statements of my learned friend or to call the evidence.

His Lordship—I am not going to send this man to prison unless I know the full facts of the case. I must get to this frame of mind that he ought to be there, before I send him there.

Mr. Wilson—My friend should have given me notice if he is going to say the injunction should be dissolved.

PHOTO ALBUMS!

PHOTO ALBUMS!!

PHOTO ALBUMS!!!

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12, QUEEN'S ROAD CENTRAL.

His Lordship—I have not heard a word about the injunction being dissolved from Mr. White-Cooper.

Mr. White-Cooper—No, my Lord.

Mr. Wilson—I refer your Lordship to the case of Russell against the East Anglian Railway Co. (McNaughton and Gordon, 111, page 14 and following pages).

His Lordship—Really, I don't care about any case, because I will not send this man to prison unless I am satisfied that he ought to be there. The injunction was granted *ex parte*; it was granted without Mr. Garcia being represented.

Mr. Wilson—Your Lordship is mistaken as to the facts. He was both here himself and represented by Mr. Holcomb.

Mr. White-Cooper—He was never in a position to pay counsel to fight the case and counsel told him "You must content then."

His Lordship—The facts on Mr. Garcia's side of the case have never come before the Court and he must come before the Court before he goes to prison.

Mr. Wilson—I respectfully ask why Mr. Garcia consented to the injunction and did not take steps to have the injunction dissolved?

His Lordship—He is a man who knows nothing about these things and had no money to pay counsel to represent him. I suppose he had no money with which to pay Mr. Holcomb, and Mr. Holcomb said "You had better consent" and he consented. I think it would be gross injustice to send this man to prison in these circumstances and away from home.

Mr. Wilson—I am placed in a very awkward position.

His Lordship—I don't see that you should be in an awkward position seeing that I want to know the facts of the case.

The case was adjourned for a week.

SUPREMACY IN THE FAR EAST.

JAPAN'S POSITION.

At present no one Power is supreme in the Far East, or anywhere else, indeed, save within its own borders or those of its dependencies. China was so once, perhaps, and it is the difficulty which the Chinese find in realising that the sceptre has long since passed from the hands of their rulers that handicaps them—in that in their superstitious conceit they still believe China to be the hub of the wheel—when they seek to follow the example of others in turning Occidental methods and sciences to good account. Great Britain has maintained at various times a large naval force in the waters of the Orient, but when the special purpose for which that force has been assembled there has been served it has commonly happened that the big vessels have returned westward, and the British activity has been limited for the most part to safeguarding commercial interests in those seas. The growth of Japan's Navy, however, has apparently given some sort of colour to the supposition that she aims at securing for herself a domination of another kind, though this, as will be seen, is in reality based upon a total misapprehension of the facts.

The Tokyo newspapers not long since set forth as well as they could the Naval Department's programme for maintaining the strength of the Japanese Navy, and the projected additions were correctly stated to be as under:—

Two battleships of 19,500 tons, the *Aki* and the *Satsuna*, four armoured cruisers of 13,500 tons (approximately), the *Yokohama*, *Hosoda*, *Kurema*, and *Yokohama*, three protected cruisers, the *Yokohama*, *Yokohama*, and *Yokohama*, together with thirty destroyers of the newest type. All these vessels, except the battleship *Aki* and the cruiser *Yokohama*, have been launched or completed during the year now about to expire, and the *Aki* and *Yokohama* will both be launched within a few weeks. The ten ships and thirty destroyers aggregate 150,000 tons, and when added to the Navy as it stands, will bring the total tonnage up to 520,000. Add to these figures the very appreciable augmentation which, it may be expected, will accrue in the near future by reason of the grant which the Minister of the Navy will ask for, amounting, it is said, to a sum of 227,000,000 yen, including a certain appropriation for the extension of the Volunteer Fleet, and we have what truly seems a formidable total for the available Fleet of the Japanese Empire.

But it is just here that the statements so made, if taken without explanations, would be very misleading. In the Navy List as it stands are included not a few ships which have practically served their time and certainly have soon their best days. The very names of them will be sufficient indication of this, inasmuch as they will be remembered by students of the war of 1894-95 between Japan and China as having taken part in the battle of the Yalu, &c., and they were by no means new vessels even then. For example, there are on the list still the famous *Nanika*, then commanded by (now Admiral) Togo, the *Takachiho*, the sister ships *Hatsuhata*, *Ishikishima*, and *Matsushima* the *Idzumi* (ex-*Esmeralda*), and many coast defence ships and gunboats. A large proportion can only be esteemed fit for non-combatant duties. In all these obsolete craft comprise eight cruisers, nine coast defence vessels, four gunboats, and two despatch vessels, a total of twenty-three. All ships launched by 1897 are regarded as having entered the stage of being "no longer young,"

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When I took my little girl to the doctor for the same trouble, he couldn't do her any good, so I didn't take the boy, but the lady hasn't a blemish now as I used the Cuticura Remedies for her, and she is now on her fourth year. Now he has a lovely head of curls and the girl too. Mrs. W. Starling, Thuring, East Dereham, Eng., Mar. 6, 1906."

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Extreme Length... 571 feet.
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Width of Entrance on Top... 86 "
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SCIENTIFIC MISCELLANY.

THE METAL AGE AT ITS HEIGHT—A NEW SANITARY DISCOVERY—A REMEDY FOR THE ROLLING OF SHIPS—ART IN AERONAUTICS—PROPELLER-DRIVING FOR BIOCYCLES—A NEW MINERAL WATER TEST—OUR LIGHT FROM STARS—CANCER INCREASE.

The increase in the production of metals—especially in the United States—has been a most remarkable feature in the industrial evolution of the last quarter-century. The output of pig iron in the United States has trebled in ten years, and reached 24,432, 106 tons in 1905, which was about equal to the total production for the rest of the world. The per capita consumption of pig iron in 1905 reached 420 pounds in the United States and was only 63 pounds in the whole world. The production of copper in the United States increased from 25,000 tons in 1899 to 413,070 tons in 1905, or from a sixth of the world's output to one-half. The annual yield of gold has quadrupled in twenty years. The output for 1905 is given by M. de Lauay as 1908 millions of francs, of which the Transvaal furnished 524 millions, the United States 435 millions, and Australia 432 millions. The production of aluminum has grown from a few pounds ten years ago to 5,900 tons in 1905.

Illness or sudden death from entering long-closed holds of ships have been attributed to the presence of carbon monoxide or an excess of carbonic acid. Late experiments have convinced G. Giesma that lack of oxygen is more often the cause, as many stored substances absorb this gas rapidly, while air containing less than 15 per cent must soon prove fatal. He concludes further that such processes as the drying of floor varnish may absorb oxygen to an unsafe extent in closed rooms.

Fitting a turbine vertically to the keel is Otto Schlich's method of preventing the violent motion of a ship at sea. Tested in an old torpedo-boat at the mouth of the Elbe in rough weather, the roll was reduced from nine degrees to one degree.

The "Orthoptere," of which a half-sized model has been exhibited at Brussels, is pointed out as probably the most grotesque of the many projected flying-machines. It is the invention of Capt. Marga, M. de la Hault and M. Jansen, it belongs to the class of machines that are slightly heavier than the air and are to be raised by planes, propellers or wings; and it resembles a gigantic bee or wasp. It has a head and six legs, which seem to serve for balancing, while the body is an enclosed cabin with two windows on each side. The action depends upon the oil-silk wings and the aluminum propellers, and the latter are driven by a sixty-horse-power Buchet motor at the enormous velocity of 30,000 revolutions per minute. The body of the apparatus has a double skin of cloth, with an air space between while the tail is provided with three great air cushions to lessen the shock on descending.

To determine the effect upon a bicycle of a well-designed propeller, driven by a six power motor, has been the purpose of the experiments of M. Archuleta. The motor bicycle is provided with a propeller shaft carried in a frame supplying a bearing just in front of the driver's seat and another in front of the front wheel. Power is furnished by a two cylinder Buchet motor. The propeller has two sheet-aluminum blades, and their inner portion is perforated and covered with gold-beater's skin. The machine weighs about 154 pounds. Carrying the famous bicyclist Anzani, the total weight being 330 pounds, the bicycle glided along very smoothly, and ultimately developed the fair speed of 49.27 miles an hour.

The new electrical test of D. Negreano, a French electrician, distinguishes between different mineral waters and detects imitations. It consists simply in measuring the electrical resistance, which proves to be very constant for the water of any spring at a given temperature, but varies greatly for different springs. Samples from the leading Continental springs, for instance, gave resistances per cubic centimeter ranging from 27.5 to 1,250 ohms.

Various attempts have been made to estimate the light of the stars. In the northern hemisphere, Argelander has registered 324,000 stars down to the 9th magnitude, and with the aid of the best photometric data, Agnes M. Clerkes new "System of the Stars" gives the sum of the light of these northern stars as equivalent to 1/40 of full moonlight; and the total light of all stars similarly enumerated in both hemispheres, to the number of about 900,000, is roughly placed at 1/150 of the lunar brightness. The scattered light of still fainter celestial bodies is difficult to evaluate. By a photographic method, Sir William Abney in 1896 rated the total starlight of both hemispheres at 1/100 of full moonlight; and Prof. Newcomb in 1901, from visual observations of diffused sky-radiance, fixed the light-power of all stars at just 728 times that of Capella, or 1/59 of the light of the full moon. It is not certain, however, that the sky would be totally dark if all stars were blotted out. Certain processes make the upper atmosphere strongly luminous at times, and we can never be sure that this light is absent.

While cancer mortality is increasing still in England and Wales, it is at a diminishing rate. In the five years ending with 1905, the death rate for both sexes showed an increase of eight per cent, which was about half as great as the increase for the five years ending with 1899. The deaths in 1904 were 741 per 1,000,000 among males of all ages, and 1006 among females. In nearly all comparable

cases the rate is greater among females. A remarkable exception is cancer of the mouth, for in the four years ending with 1904 this caused the death of 7246 males and only 1667 females. Whether this is an effect of nicotine poisoning remains to be shown.

In a new method, the velocity of a stream is determined chemically. A certain quantity of brine is added to the water, and samples afterward taken further down are carefully analyzed.

SHIPPING ENTERPRISE IN JAPAN.

EXTENSION OF TRADE WITH CHINA.

The idea of pooling interests so as to reduce working expenses which is now, it would seem, about to take definite shape among the four Japanese shipping companies at present engaged in the Yangtze-Kiang trade is one that naturally commands itself to the Japanese mind, and it will be in no way surprising to see it thoroughly carried out. It is comparatively a new thing to find the Rising Sun flag being carried by merchant steamers into the inner waters of China, but the efforts made lately to trade with the Upper Yangtze and with the cities of the Kiangsi and Hunan Lake region have proved so remunerative that there is now a keen desire in Japan to pursue the experiment yet further and to embark in the enterprise a more adequate capital. Hunan was once considered to be the most distinctly anti-foreign of all Chinese provinces, and perhaps less actually known of it than of any, but contact with the outer world is having the effect of removing prejudices and of opening the eyes of the native population as to China's real position in a remarkable degree. There is a laudable desire manifested to renounce the old methods and to prepare for emergencies, in recognition of the utter impossibility of keeping foreigners out, however it might be wished to do so.

Changsha (lit. Long Sand), the capital of Hunan, on the River Siang, is historically one of the most interesting and one of the most influential cities in China; it was here, according to tradition, that the festival of the dragon boats had its origin. Higher up the Siang is Siangtan (Deer Pool), which is credited with having a population exceeding one million, and is a great seat of the tea trade, as well as a mart for the products in general of the surrounding country. The river frontage is over three miles long, and thousands of boats line the banks. Another populous centre of commerce in this region is Changteh (the Virtue of Constancy), on the Yuan River, a great rice mart for a province. Hunan suffered severely during the Siping rebellion, and this has made its return to prosperity the more notable. Lord Charles Belford long since pointed out the material assistance that the waterways would render in the development of China in connection with foreign trade. The Yangtze is navigable for steamers for 1,050 miles from the sea and for 441 miles more by large junks, but it is in respect of the tributaries of this noble river that there is room for every conceivable development, and attention has of late been directed in Japan to the great possibilities of the Yangtze trade. Changsha and Siangtan are both to be stations on the line of the Yuchuan-Li, Canton and Hankow Railway, which China is now undertaking herself to construct, and on which the works have again been taken in hand.

The augmentation in regard to the Yangtze trade which is likely to be brought about immediately between the Nippon Yusen-Kaisha, Shosen-Kaisha, and Daito-Kisen Companies will probably be capitalised to the extent of a million and a half sterling. The Nippon Yusen Kaisha (Yusen means mail-boat), while Shosen means merchant steamer, is well known as such, and its trading to London, the Osaka Shosen Kaisha trades to all countries adjacent to Japan and Formosa, the total length of its services being a little over 20,000 miles. It owns 89 steamers, aggregating some 74,000 tons. The Hunan and Daito Companies were organised specially to inaugurate the Upper Yangtze service, and their operations hitherto have necessarily been on a restricted scale. As to the activity displayed in the North China and coasting trade by these companies, one has only to glance at the advertisements in the daily vernacular journals to comprehend the extent to which commerce is carried on. The list of departures of ships including fixtures for the nearly-opened port of Antung in Manchuria, the Great Ocean, Chienan, in Korea; Taitung (Daito), Taitung, Chofu, &c.; the Osaka Company alone announcing the sailing of 37 ships, not to mention daily local services to places near by.

It must not be imagined that Japan is giving her attention to the extension of her foreign trade to the detriment of her own maritime and inland commercial development, for she is bringing to fruition a project for the creation of a new harbour at a place which will some day perhaps be as well known to people in Europe as Yokohama is to-day. This is Ofunado, a spot which offers an ideal site for a harbour. It is only 1,030 yards wide at the entrance, but stretches inwardly fully four miles and has an extreme width of a mile and a quarter, the depth being 20 fathoms at the entrance, 30 fathoms in the middle, and 13 fathoms at the back of the harbour. The surface at low water measures 1,916 acres, and this is within a trifle equal to the acreage of Yokohama Harbour, and exceeds by two-thirds that of Nagasaki. The capital which is being found in Japan for this undertaking, inclusive of railway making (33 miles) to connect the new harbour with the main lines and the establishment of an iron foundry to utilise the great quantities of iron ore and waste metal that exist in the vicinity, is fixed at a million and a half sterling. At present the only good harbour on the east coast of the mainland of Nippon is Yokohama, Hakodate being in the northern island of Yezo, and it is very desirable to have a port of Ofunado to which steamers may run for shelter. Along the route which the 85 miles of railway will traverse there lie the Sonoma iron mine, the Mizusawa copper mine, and the Hikami gold mine, not to mention smaller mines to the number of over a hundred which are actually being worked. In the district in which Ofunado is situated, examination by experts has shown that there are eleven mines, thirty-two gold mines, two silver mines, one copper mine, one lead mine, and seven places for gathering gold dust. If one quarter of the veins in the Hikami gold mine prove to be productive, one hundred million pounds sterling worth of gold can be taken out of it.

The disposition as to study internal development to connect the new harbour with the main capacity of the Japanese shipbuilding yards is steadily keeping pace with the demands of a rapidly increasing coasting trade in addition to that which is so noticeable in connection with the neighbouring empire of China—Times.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. J. Watson & Co., Ltd., Sole Agents, 131

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They are high-class and absolutely SAFE Securities, payable to Bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either with Cash Premiums varying from £40 to £10,000, or, at the very least, at their full nominal value.

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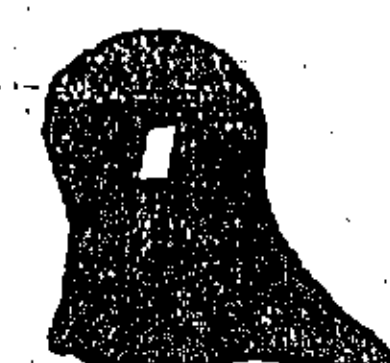
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When you buy ordinary oats
you are paying for husk and
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Plasmon Oats

contain neither; and thus go
twice as far.

Delicious porridge in 4 minutes.

Also PLASMON COCOA.

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Sample for stamp.

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Careful
Attention

should always be given to the teeth, not merely because clean, white teeth form so valuable an ornament to everyone's appearance, but also because they must be kept fit for the performance of their primary function—mastication.



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easily, pleasantly and thoroughly, as its enormous sale all over the world clearly shows, leaves the mouth deliciously refreshed, and fulfils the requirements of modern hygiene by its antiseptic value.

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A French Remedy for all Menstrual Disorders. These pills are a real boon to the woman, as they are not only a powerful purgative, but also a powerful tonic, and are administered in a most palatable form. At all Chemists and Druggists. Sole Agents, 63

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE
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FOR
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On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver
FROM 1893 TO 1905;
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LEAF, BAR SILVER (From 1900,
and other Useful Information.
PRICE: \$1 CASI.
On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

SHIPPING.

ARRIVALS.

FALE, Norwegian steamer, 30th January—
from Canton.
HOPKINS, British str., 30th January—
from Canton.
MASAN MARU, Japanese str., 702, I. Sakurai,
30th Jan.—Pamoi 27th. Amoy 28th and
Swatow 29th Jan., General—Osaka Shosen
Kaisha.
MERPOO, Chinese str., 30th January—
from Canton.
NAMRANG, British str., 2,591, P. H. Rolfe, 30th
January—Calcutta 15th Jan. and Straits
24th, General—Jardine, Matheson & Co.
NIPPON MARU, Japanese str., 3,442, W. E.
Fillmer, 30th January—San Francisco 28th
Dec., Mails and General—Toyo Kisen
Kaisha.
YANOMOO, Korean steamer, 3,757, T. Ota,
29th Jan.—Kuchindou 24th Jan. Coal—
Mitsui Bussan Kaisha.
YUENHANG, British str., 1,182, F. Mooney, 29th
January—Maula 25th January and Amoy
28th, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
Jan. 30th.
Tad, Norwegian str., for Saigon.
Fleisching, British str., for Saigon.
Pleumpeh, British str., for Saigon.
Sca, German str., for Saigon.
DEPARTURES.
Jan. 30th.
CARL DIERCKHEIM, Ger. str., for Heilow.
CHINA, Austrian str., for Trieste.
KOWLOON, German str., for Shanghai.
PATRICK, British str., for London.
PRINZHEIM, German str., for Europe.
SHANGHAI, British str., for Canton.
SHANGHAI, Japanese str., for Swatow.
TAMU, British str., for Manila.
TAMU, Dutch str., for Shanghai.
TAMU, Japanese str., for Bantay.
UNIO, Norwegian str., for Canton.
VICTORIA, Swedish str., for Saigon.

SHIPPING REPORTS.

The British str. *Namang* reports: Fine clear
weather, light easterly winds and smooth sea to
lat. 18° N., thence per overcast, moderate
northerly winds and sea.
The British str. *Yuenhang* reports: Light
N.E. wind, smooth sea and fine and clear to
Amoy. From Amoy to Hongkong moderate to
fresh N.W. wind, slight sea, overcast cloudy
weather.

VESSELS IN DOCK.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—
H.M.S. *Whiting*, *Kwongchow*, *Empress of India*,
Lekin, *Kaitang*, *Buvarde*.
COMPAGNIE DES MESSAGERIES MARITIMES.—
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COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND
YOKOHAMA.
THE Company's Steamship.

"AUSTRALIAN."
Captain Vernon, will be despatched from the
above ports on or about MONDAY, 4th Feb.
For Freight or Passage, apply to
G. de CHAMPEAUX,
Agent.
Hongkong, 29th January, 1907. 2

COMPAGNIE DES MESSAGERIES MARITIMES.
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STEAM FOR SAIGON.
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship
"OCEANIAN."
Captain Magnen, will be despatched for
MARSEILLES, on TUESDAY, the 5th
February, at 1 P.M.
This steamer connects at Colombo with the
Australian line, and is bound for
Marseilles via BOMBAY and Aden.
Passage tickets and through bills of lading,
issued for above ports.
Cargo also booked for principal places in
Europe.
Next sailings will be as follows:
S.S. "TOURANE" ... 19th Feb.
S.S. "TONKIN" ... 5th Mar.
G. de CHAMPEAUX,
Agent.
Hongkong, 23rd January, 1907. 2

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG,
FOR NEW YORK.
1907. Agent
* "SIKH" ... 9th Feb.
"MUNCASTER CASTLE" 12th Mar.
"LOWTHER CASTLE" ... 21st Mar.
* This steamer has excellent saloon accom-
modation for First-class Passengers at Moderate
Rates.
For Freight and further information, apply to
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Agents.
Hongkong, 25th January, 1907. 767

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
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Queensland Ports, and taking through
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Tasmania, &c.)

THE Steamship
"EASTERN."
Captain McArthur, will be despatched as above
on SATURDAY, the 2nd March, at Noon.
This well-known steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
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This steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B. To ensure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th January, 1907. 301

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	About 30th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 9th Feb., at Noon.
MARSEILLES, &c. via Ports of Call.	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 20th Feb.
MARSEILLES, HAVRE & HAMBURG	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th Feb., at 1 P.M.
BREMEN, via Ports of Call.	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 13th Mar.
HAMBURG via Ports.	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 13th Feb., at Noon.
HAVRE & HAMBURG via STRAITS, &c.	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 10th Feb.
HAVRE & HAMBURG via STRAITS, &c.	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 22nd Feb.
NAPLES, LISBON, HAVRE & HAMBURG	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 24th Mar.
NAPLES, LISBON, HAVRE & HAMBURG	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 17th Feb.
NAPLES, LISBON, HAVRE & HAMBURG	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 8th Feb.
NAPLES, LISBON, HAVRE & HAMBURG	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 20th Mar.
NAPLES, LISBON, HAVRE & HAMBURG	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th April.
NEW YORK	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 9th Feb.
VANCOUVER via SHANGHAI, JAPAN, &c.	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 14th Feb., at 4 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 20th Feb., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th Feb.
SOUTH AMERICAN PORTS via JAPAN	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	In April.
SAN FRANCISCO via JAPAN	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 25th Feb.
AUSTRALIAN PORTS via MANILA	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 2nd Feb., at Noon.
AUSTRALIAN PORTS via MANILA	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 11th Feb., at 4 P.M.
AUSTRALIAN PORTS via PORT DARWIN	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 2nd Mar., at Noon.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 10th Feb.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 12th Feb., at 4 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	To-morrow.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 3rd Feb.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 4th Feb.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th Feb., Daylight.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th Feb.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	About 6th Feb.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 9th Feb., at 4 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 10th Feb.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 2nd Feb., at 4 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 3rd Feb., Daylight.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 6th Feb., Daylight.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	To-day, at 9:30 A.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 2nd Feb., at Noon.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th Feb., at 4 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th Feb., at Noon.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 5th Feb., at 4 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 6th Feb., at 3 P.M.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	On 11th Feb., at Noon.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Brit. str.	—	Magnan	SHAW, TOMES & CO.	Quick despatch.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOK.

DESTINATION	STEAMERS	DATE OF SAILING
YOKOHAMA and KOBE	"TRANQUEBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"KINA"	About 17th Feb.

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 16th January, 1907. 9

HONGKONG-MANILA.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 2nd Feb., Noon.
RUBI	2540	R. Almond	Manila	On 9th Feb., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 28th January, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ
CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 13th November, 1906. 16

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SINGAPORE & SAMARANG	"HOPKINS"	Friday, 1st Feb., 3 P.M.
* MANILA	"YUENHANG"	Friday, 1st Feb., 4 P.M.
* SHANGHAI	"HANGSANG"	Tuesday, 5th Feb., Daylight.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 6th Feb., 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwan) and
Yantai Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 30th January, 1907. 18

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.
By the new steamers, "KRENAIA," "HAMBURG" and "HOHENSTAUFEN." These
steamers offer to the public the highest comfort yet attained in ocean travelling. They
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are
smidish and fitted with fans. Laundry on Board. Doctor and Stewardsess carried.
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at
NAPLES in both directions.
In addition to the boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers.
Return tickets issued at reduced rates available for two years. Through tickets to be
had to New York via Naples and Hamburg.

OUTWARD	HOMEWARD
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.
SCANDIA ... 5th February	* SILESIA ... 8th February
HAMBURG ... 3rd March	* SCANDIA ... 22nd March
RHENANIA ... 2nd April	HAMBURG ... 5th April
HOHENSTAUFEN ... 30th April	RHENANIA ... 17th May
SILESIA ... 31st May	HOHENSTAUFEN ... 14th June
SCANDIA ... 30th June	* Call at LISBON.

NEST SAILINGS OUTWARD.
SCANDIA ... FOR SHANGHAI KOBE & YOKOHAMA ... 5th February
HELLAS ... FOR SHANGHAI KOBE & YOKOHAMA ... 10th February
BRASILIA ... FOR SHANGHAI KOBE & YOKOHAMA ... 14th February
LIBERIA ... FOR SHANGHAI KOBE & YOKOHAMA ... 28th February
HAMBURG ... FOR SHANGHAI KOBE & YOKOHAMA ... 3rd March
NEST SAILINGS HOMEWARD.
VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the
Levant, Black Sea and Baltic Ports, NORTH and SOUTH AMERICAN PORTS,
Also via Aden or Port Said by the "ARABIAN PERSIAN SERVICE" to Arabian and
Persian Gulf Ports.
* SILESIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 8th February
SAMBIA ... FOR HAMBURG VIA PORTS ... 10th February
SAXONIA ... FOR HAVRE & HAMBURG ... 22nd February
SLAVONIA ... FOR MARSEILLES, HAVRE & HAMBURG ... 13th March
* SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 20th March
BRASILIA ... FOR HAVRE & HAMBURG ... 24th March
* HAMBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
SHAWMUT	9,606	E. V. Roberts	On 5th February.
TREMONT	9,606	T. W. Garlick	On 26th February.

† Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
readiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queens' Buildings,
Hongkong, 5th January, 1907. 17

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
Captain C. L. Daniel, carrying His
Majesty's Mails, will be despatched from this for
Bombay on SATURDAY, the 8th February,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "MONGOLIA," 9,500 tons, from Colombo,
Passengers' accommodation in which vessel
secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "ARABIA," due
in London on 23rd March, 1907.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 28th January, 1907. 1

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."
Will be despatched for the above Ports on or
about the 20th February.
For Freight and further Particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th January, 1907. 230

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA
JAPAN PORTS.

Regular Steamship Service between Hongkong
CALLAO and IQUIQUE via JAPAN PORTS.

Steamer Tons To Sail.

"KABATO MARU" 6,000 In April, 1907.

Capt. W. C. T. S. FILLMER.

Taking Freight and Passengers to other
Western Coast Ports of South America.

The above Steamer has splendid Accom-
modation and is fitted throughout with
Electric Light. A duly qualified Surgeon is
carried board.

For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 28th December, 1906. 10

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices.

11 ABC 5th Ed., Western Union Codes used.

All Letters Addressed:

MANAGER, MITSU BISHI CO.,

with name of place under

Branch Office.

NAGASAKI, MOJI, KOBE, KAPATSU

SHANGHAI, HONGKONG, Ld.

HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKING: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima,

Ochi, Shinzawa, Namsanta and Kami-Yamada.

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Bureau Coal.

The Head and branch Offices and the

Agencies of the Company will receive and order

for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong.

No. 2, Pedder Street.

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AND

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OF

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STOREKEEPERS' PRICE LISTS,
COMMERCIAL CODES,
COMMERCIAL REPORTS,
COMMERCIAL FORMS OF ANY KIND,
ALSO
MENU CARDS, VISITING CARDS, INVITATION
CARDS, &c.

JEDGERS & ACCOUNT BOOKS
MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF
ALL KINDS—RE-BOUND
IN THE BEST MATERIALS.

Estimates furnished on Application to the
Printing Department "Hongkong Daily
Press" Office.

ON SALE.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO Capt. G. W. Gordon, R.N.R.	About 30th January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMA Capt. G. W. Cockman, R.N.R.	About 3rd February	Freight only.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 6th February	Freight and Passage.
LONDON, &c., via USUAL PORTS	DELTA Capt. C. L. Daniel	Noon, 9th February	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th January, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	SHAOHSING	On 2nd Feb., 4 p.m.
CEBU and LOILO	SUNGKIANG	On 5th Feb., 4 p.m.
MANILA	TEAN	On 5th Feb., 4 p.m.
SHANGHAI	YOHOW	On 9th Feb., 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 11th Feb., 4 p.m.
YOKOHAMA and KOBE	TSINAN	On 12th Feb., 4 p.m.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th January, 1907.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 3rd Feb. at DAYLIGHT.
* ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. G. Ito	WEDNESDAY, 6th Feb., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th January, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON.
via COLOMBO and BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.
WILL BE DESPATCHED AT NOON,
ON
SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON
THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 First and £42 Second SALOON,
TO LONDON—£65 First and £44 Second SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LOGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
SACHSEN	WEDNESDAY 27th March
PRINZ LUDWIG	WEDNESDAY 10th April
ZIETEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd May
BAYERN	WEDNESDAY 5th June
PRINZ HEINRICH	WEDNESDAY 19th June
SCHARNHORST	WEDNESDAY 3rd July
ROON	WEDNESDAY 17th July

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at Noon, the Steamship
"GNEISENAU," Captain G. Holtz, with MALES, PASSENGERS, SPECIES and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th Feb. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 12th Feb., and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 12th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

† Conveying H.M. The King of Siam, carrying Second Class Passengers only.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	42 0 0	24 0 0	22 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ

via NAPLES, GENOA or GIBRALTAR	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0
via BREMEN or SOUTHAMPTON	68 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

† In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.
via NEW GUINEA.FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
MANILA	17th Feb.
PRINZ WALDEMAR	22nd Feb.
PRINZ SIGISMUND	28th Feb.

ON SATURDAY, the 2nd FEBRUARY, at Noon, the Steamship "MANILA,"
Captain Minssen, with Males, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50.-	\$30.-	\$20.-	return	\$80.-	\$50.-
TO NEW GUINEA	425.-	218.10	141.00	return	442.-	237.10
TO BRISBANE	430.-	220.-	141.-	return	454.-	239.-
TO SYDNEY	434.10	224.10	145.-	return	458.10	243.10
TO MELBOURNE	438.10	228.10	149.-	return	462.10	247.10
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	return	\$170.00	\$120.-
TO KOBE	\$95.00	\$70.00	\$50.00	return	\$170.00	\$120.-
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH-RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 267. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PREUSSEN"	Friday, 1st Feb.
KOBE & YOKOHAMA	
SHANGHAI, NAGASAKI, "PRINZESS ALICE"	Wednesday, 13th Feb.
KOBE & YOKOHAMA	

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. E. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:

To London via Plymouth or Southampton	262. 0. 0.
To Bremen	63. 10. 0.
To Paris via Cherbourg	65. 0. 0.
To Naples, Genoa via Gibraltair	65. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13th.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27th.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific in the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel,
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration),	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN" 3,882	...	WEDNESDAY, 20th Feb.	10th Mar.
"MONTEAGLE" 6,183	...	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN" 6,000	...	THURSDAY, 14th Mar.	1st April
"TARTAR" 4,425	...	WEDNESDAY, 27th Mar.	20th April
"EMPERESS OF CHINA" 6,000	...	THURSDAY, 11th April	29th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £80; via New York £92

Intermediate on Steamers £40, "and 1st Class Railways" £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya opposite Flako Pier.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, AMERICAN, and BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and Provisions at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop
fitted for any ordinary repairs.For further particulars apply to the Agents at Hongkong,
JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersign-
ature and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, 29th January, 1907.

NATAL LINE OF STEAMERS

THE Undermentioned GENERAL AGENT
in China and Japan for the Natal Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with L.N.E.
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailors from
CALCUTTA for CAPS PUE every fortnight
For Freight and further particulars,
apply to—

DODWELL & CO., LIMITED,
General Agents for China and Japan
Hongkong, 4th August, 1898.

Cunliffe, The Pioneer Experts in Premium Bonds.

Russell & Co.

10 & 12, Place de la Bourse, PARIS

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European Govts and
Municipalities offering
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To be purchased for cash or on the
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest estab-
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world, offer advantages absolutely un-
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Exceptional facilities for payment. Numbers
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Bonds purchased "at sight." Loans granted
on Premium Bonds. Services continue until
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For Nervous
Exhaustion
CHAPOTEAU'S
Phosphoglycerate
OF LIME

The modern restoration
of the nervous system.
For brainworkers, profes-
sional men, teachers, students,
etc. and in debility, sexual
losses, dyspepsia of nervous
origin and insomnia.
It is readily assimilated and
promotes digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAU)
PHOSPHOGLYCERATE WINE
(CHAPOTEAU)
PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAU)

9, rue Vivienne, PARIS-FRANCE

THE "DAILY PRESS."

ILLUSTRATED
TYPHOON
PAMPHLET

CONTAINING a FULL ACCOUNT of the
Typhoon of September 18th, 1906,
Illustrated by 20 PHOTOGRAPHIC VIEWS.

PRICE 50 CENTS CASH.
Copies may be obtained from the Daily Press
Office or from the Local Booksellers.

Hongkong, 28th November 1906. [2180]

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and for
PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,

with which is incorporated
THE CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12 per annum.
Postage \$2 to any part of the World

